**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (Currently Amended) An internal combustion engine, comprising:

a cylinder having an intake port;

a fuel injection valve to inject fuel into the intake port of the cylinder during an exhaust stroke and an intake stroke, the fuel being injected in a first fuel amount during the exhaust stroke and in a second fuel amount during the intake stroke;

a variable compression ratio mechanism ~~operatable~~ operable during ~~an~~ the intake stroke to change an actual compression ratio of the engine~~, the engine being capable of correcting an amount of fuel injected into the engine in response to a change in the compression ratio~~; and

a control module to control the fuel injection valve so as to correct the second fuel amount in response to the change in the compression ratio.

2. (Original) An internal combustion engine according to Claim 1, wherein the amount of fuel injected into the engine is corrected so as to increase with decrease in the compression ratio.

3. (Original) An internal combustion engine according to Claim 1, wherein the amount of fuel injected into the engine is corrected so as to decrease with increase in the compression ratio.

4. (Original) An internal combustion engine according to Claim 1, wherein the engine sets a correction value in accordance with an engine speed and a compression ratio control speed to correct the amount of fuel injected into the engine based on the correction value.

5. (Original) An internal combustion engine according to Claim 1, wherein the engine sets a correction value in accordance with an engine speed and a deviation between the

actual compression ratio and a target compression ratio to correct the amount of fuel injected into the engine based on the correction value.

6. (Original) An internal combustion engine according to Claim 1, wherein the engine corrects the amount of fuel injected into the engine when an engine speed is lower than or equal to a first given value and a compression ratio control speed is higher than or equal to a second given value.

7. (Original) An internal combustion engine according to Claim 6, wherein the engine sets a correction value in accordance with the compression ratio control speed to correct the amount of fuel injected into the engine based on the correction value.

8. Canceled.

9. (Currently Amended) An internal combustion engine comprising a variable compression ratio mechanism ~~operatable~~ operable during an intake stroke to change an actual compression ratio of the engine, the engine ~~being capable of~~ setting a regulation value in accordance with an engine speed and a deviation between the actual compression ratio and a target compression ratio and regulating a compression ratio control speed of the variable compression ratio mechanism based on the regulation value.

10. Canceled.

11. (Original) A control method for an internal combustion engine, comprising:

operating a variable compression ratio mechanism of the engine to change an actual compression ratio;

allowing a fuel injection valve of the engine to inject fuel into the engine during exhaust and intake strokes; and

controlling the fuel injection valve so as to correct the amount of fuel injected into the engine during the intake stroke in response to a change in the compression ratio.

12. (Original) A control method according to Claim 11, wherein the amount of fuel injected into the engine during the intake stroke is corrected so as to increase with decrease in the compression ratio and decrease with increase in the compression ratio.

13. (Original) A control method according to Claim 11, wherein said controlling comprises setting a correction value in accordance with an engine speed and a compression ratio control speed to correct the amount of fuel injected into the engine during the intake stroke based on the correction value.

14. (Original) A control method according to Claim 11, wherein said controlling comprises setting a correction value in accordance with an engine speed and a deviation between the actual compression ratio and a target compression ratio to correct the amount of fuel injected into the engine during the intake stroke based on the correction value.

15. (Original) A control method according to Claim 11, wherein said controlling comprises:

determining whether an engine speed is lower than or equal to a first given value and a compression ratio control speed is higher than or equal to a second given value; and

when the engine speed is lower than or equal to the first given value and the compression ratio control speed is higher than or equal to the second given value, setting a correction value in accordance with the compression ratio control speed to correct the amount of fuel injected into the engine during the intake stroke based on the correction value.

16. (Currently Amended) A control method for an internal combustion engine, comprising:

operating a variable compression ratio mechanism of the engine to change an actual compression ratio; ~~and~~

setting a regulation value in accordance with an engine speed and a deviation between the actual compression ratio and a target compression ratio; and

regulating a compression ratio control speed of the variable compression ratio mechanism ~~in response to a change in the compression ratio~~ based on the regulation value.

17. Canceled.